

New York-Washington Road Record Lowered—Local Motor Doings



The Standard Equipment on the Record-Breaking Haynes

Consists of

Rayfield Carburetor

which made the high speed of 70 miles per hour possible and only one stop for gasoline necessary.

Boyce Motometer

for the purpose of warning the driver in the event that his oil or water supply was diminishing toward the danger point.

Gabriel Snubbers

to save the motor and chassis from the injurious jolting always associated with excessive speed.

This extra equipment proved of material assistance in making the run from New York to Washington in 7 hours 26 minutes.

IRVIN T. DONOHUE, Distributer
Salesroom and Service Station.
1318 14th N.W. Tels. North 6736-2746.

AUTO RECORD MADE ON NEW YORK RUN

D. B. Gish Makes Trip in Seven Hours and Twenty-Six Minutes.

START MADE AT 5:23 A.M. AND TRIP ENDED AT 12:49

Distance Covered Was 238.2 Miles and Roads Were Found in Good Condition.

BY HOWARD S. FISK.

Another automobile road record was hung up last week, when the time between New York and Washington was reduced 1 hour and 26 minutes, the honor going to a local driver, D. B. Gish, who was accompanied by Harry E. Duckstien, who acted as official observer on the run. The record run was made in a Haynes "light six" touring car of the stock type. The distance was 238.2 miles and the time 7 hours and 26 minutes.

The former record was held by Ed B. Terry, a Washington motorist, who drove an Apperson 6-80 touring car May 25, 1915, over the same route in 8 hours and 52 minutes. The new record is unique in many respects, not a moment being lost during the entire trip for mechanical or tire trouble. The motor never stopped an instant from the time the car left the ferry at Jersey City.

Starting from Jersey City, Wednesday, June 14, at 5:23 o'clock in the morning the conditions were ideal for making the run. The weather was clear and the sun shining brightly with a slight breeze blowing. From there

The roads in Maryland were found in the best condition of any on the entire trip. Mr. Gish displayed his driving qualities, piloting the car the entire distance, while Mr. Duckstien acted as observer, and picked the road from the front seat. They had as passengers with them between Jersey City and Trenton Matthew G. Romes of New Brunswick and Joseph McGorray and John Toman of Trenton, N. J. On arrival in this city the car, which is a stock model, was placed on exhibition in the salesroom of the Haynes Motor Company, 1113 14th street northwest.

Itinerary of the Trip.

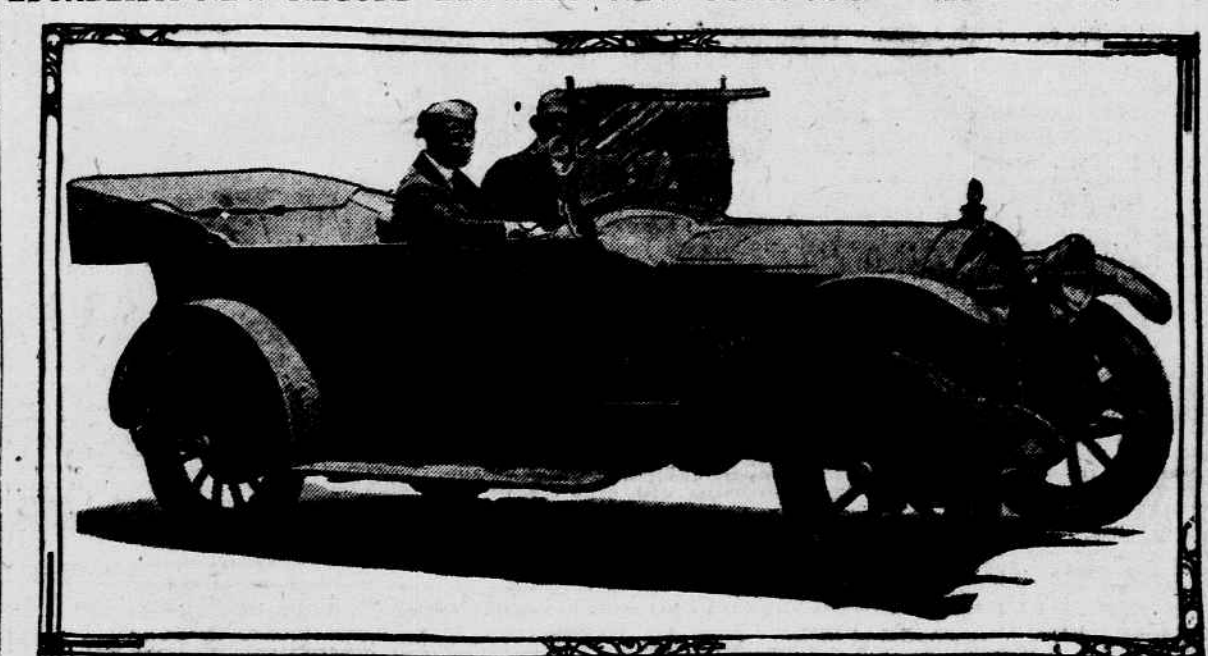
The itinerary of the trip was as follows:

Miles.	Place.	Time.
0.0	Jersey City (New York)	5:23
8.2	Newark	5:45
14.6	Elizabeth	5:54
20.8	Rahway	6:03
24.7	Iselin	6:11
28.8	Metuchen	6:18
33.1	New Brunswick	6:26
40.0	Monmouth Junction	6:45
60.0	Trenton	7:10
70.3	Langhorne	7:23
89.4	Philadelphia, Pa. (Broad and Rising Sun Ave.)	7:53
108.2	Darby, Pa.	8:17
109.2	Chester	8:33
111.1	Marcus Hook	8:42
120.4	Wilmington, Del.	9:05
134.7	Newark, Del.	9:35
141.4	Elkton, Md.	9:45
148.3	Northeast	9:55
151.2	Charlottesville	10:00
158.9	Perryville	10:12
159.8	Havre de Grace	10:20
168.1	Churchville	10:37
175.3	Belair	10:45
182.7	Kingsville	10:56
188.0	Baltimore, North and Charles	11:23
207.8	Elkridge	11:47
217.8	Laurel	12:06
223.6	Beltsville	12:14
230.2	Hyattsville	12:23
235.5	Fifteenth and H streets northeast	12:32
238.2	Washington, 14th and Pa. ave.	12:49

Suggests Wheel Tax.

A wheel tax to help maintain improved roads is strongly recommended by Dr. Joseph Hyde Pratt, secretary of the North Carolina state highway commission. While all property owners are taxed for building roads, and rightly so, because they are a general asset, the roads are worn out by the people who use them, so Dr. Pratt recommends taxing automobiles according to their horse power and weight and other vehicles according to their capacity, width of tires and relative location of front and rear wheels, the tax being lower if the distance between the front wheels is different from that between the rear wheels. At the present time such a wheel tax is a novelty, the nearest approach to it in the United States

ESTABLISH NEW RECORD BETWEEN NEW YORK AND WASHINGTON, D. C.



D. B. GISH AT THE WHEEL OF A HAYNES "LIGHT SIX" TOURING CAR, WHICH HE DROVE ON 240-MILE RUN IN SEVEN HOURS AND TWENTY-SIX MINUTES. HE WAS ACCOMPANIED BY HARRY E. DUCKSTIEN, A LOCAL AUTOMOBILE EDITOR, AS OFFICIAL OBSERVER.

they followed the Lincoln highway to Newark, which was reached at 5:45, and thence on to Elizabeth, which was passed at 5:54 o'clock. Next came Rahway at 6:03, Iselin, 6:11, and Metuchen at 6:18 o'clock. Passing through New Brunswick at 6:26 o'clock the route to Trenton, via Monmouth Junction was taken, the junction being reached at 6:45 o'clock, with everything going well.

Quick Time to Philadelphia.

The arriving time at Trenton, 60.3 miles from New York, was 7:10 o'clock. From here the Lincoln highway was again followed to Langhorne, which was reached at 7:23 o'clock, pulling into Philadelphia at Broad street and Rising Sun avenue at 7:53 o'clock. The route from the Quaker city on was through Darby, where the time registered was 8:17 o'clock. Next came town of Chester, which was passed through at 8:33 o'clock, and then Marcus Hook. Here a stop of three minutes was made at 8:42 o'clock for gasoline, water and oil. Telegrams were also dispatched at the same time.

Leaving Marcus Hook at 8:45 o'clock the run was continued to Wilmington, Del., the checking time here being 9:05 o'clock. Through the center of the town the car, touching Newark, Del., at 9:25 o'clock, crossing the state line into Maryland, and arriving at Elkton at 9:45 o'clock. Northeast was reached at 9:55 o'clock and Charles town at 10 o'clock. At Perryville, which was reached at 10:12 o'clock, the bridge over the Susquehanna river was crossed, and, after paying toll, Havre de Grace reached on the opposite shore at 10:20 o'clock. Owing to the congestion of traffic coming over the bridge the motorists were held up on the Perryville end of the bridge for five minutes until the last vehicle had landed on the Perryville side.

A slight detour was necessary after leaving Havre de Grace owing to repairs being made to the road, but even under these conditions Churchville was reached at 10:37 o'clock and Belair at 10:45 o'clock. The next town on the itinerary was Kingsville, where the party arrived at 10:56 o'clock. Turning to the right here they continued on to Baltimore, checking in at North and Charles streets at 11:23 o'clock. Swinging into the Baltimore-Washington boulevard they arrived at Elkridge at 11:47 o'clock, Laurel at 12:06 o'clock, Beltsville at 12:14 o'clock, and Hyattsville at 12:23 o'clock. Fifteenth and H streets northeast was reached at 12:32 o'clock and as the car pulled up opposite the municipal building the time checked was 12:49 o'clock.

Stops Fourteen Minutes on Run.

The stops on the run amounted to fourteen minutes. Two minutes were lost at Newark, N. J., where the drawbridge was open; one minute at Elismere Junction on account of a freight train, and three minutes at Marshallton for a train. The other stops were for fuel and oil at the Susquehanna bridge, for food and water at Havre de Grace, and for a change of tires at Kingsville. The car was equipped with Rayfield carburetor, Boyce motometer, Gabriel snubbers and Empire tires. The roads were found in good condition, although rather rough in places in New Jersey, where they were found badly cut up on account of the recent rains. The boulevard was followed into Philadelphia from Trenton and again between Baltimore and Washington.

probably being the vehicle tax in the territory of Hawaii.

Scripps-Booth Car Third.

A Scripps-Booth stock car won the hearts of sport-loving Cubans by taking third place against a field of seventeen other contenders in a stable trial recently held at Marino, Cuba. It was beaten only by two European cars having motors of much higher power, and finished ahead of thirteen other American cars, all of which have larger motors than the Scripps-Booth. A Chenard-Walcker, with a motor of 169.5 cubic inches displacement, won the race, and a Mercedes, with 155.5 cubic inches displacement, was second. The Scripps-Booth performance is considered highly creditable because its motor displacement is only 103.7 cubic inches. It was driven by Frederico de la Oza, who was a stock car in every respect, only the fenders having been removed for the race. Among the starters were some of the best known cars made in the United States, with motors rated up to 212 cubic inches displacement.

Making Study of Roads.

T. M. Ripley, division engineer of the New York highway commission at Watertown, has been making a serious study of road construction and maintenance in that state, and has reached a number of wise conclusions. There are in New York state 80,112 miles of public roads of which only 23,196 miles have been "surfaced" or improved. What are known as "designated state and county highway systems" cover a length of 11,588 miles, of which 7,588 miles are completed or are under contract, so that New York, which is foremost in many good things, seems to have been somewhat indifferent to this great cause, although its expenditures on account of good roads have reached very large figures. Mr. Ripley has found that the earlier roads built in the state were made for nothing heavier than horse-drawn traffic and that they are not equal to the great strain of the change in traffic of the present day. The horse-drawn vehicle, which traveled with light loads from three to eight tons, has been replaced by the motor vehicle carrying much heavier loads and going from man to forty miles an hour. The road that could stand with comparatively little wear the older traffic is not at all suited to the new.

Under the old order the roads could be kept in fairly good condition at a cost of about 10 cents a mile a year, but now the cost has increased to six times as much. The new order of things has brought about a change in the type of road that is needed. The type of road has changed materially in late years and is constantly changing. Five or six years ago the road builders in New York were making roads that would take care of the horse-drawn traffic. The bottom of the roads then were made of three or four inches of broken stone, the size of the stones has been increased now to six inches or more, bound with bituminous material, or a more expensive type of road of concrete or brick has been adopted. The cost has multiplied greatly and yet the precise type of road is probably not been found for the steadily increasing weight of traffic. Roads that were built only five or six years ago were not designed for the traffic of the present day, and even the

roads of later design are generally in poor condition because, as Mr. Ripley says, "it had not been clearly recognized that maintenance must start as soon as the road is opened for traffic, and that some definite surface treatment must be given to a macadam road, whether water-bound or bituminous, not later than two years from the date of its completion, if this road is to be kept in good condition."

On Western Trip.

Claude E. Miller of the firm of Miller Bros. is on a western tour in the interests of his firm. His itinerary includes New York, Detroit, Flint, Mich., and Racine, Wis. At Flint he will visit the Dort factory and at Racine the Mitchell plant. He will also stop at several other places en route prominently identified with the automobile industry.

Reports Bad Roads.

C. E. Plaster, who is en route to Boston, Mass., reports that motorists intending to take the trip to the Hub and vicinity should avoid the route via New Rochelle, Bridgeport and Worcester. Much of the road, he says, is undergoing repairs and the detours are rough, destructive to tires and can be taken only on low gears. The route via New Haven, Conn., is also undergoing repairs.

Recent Dodge Deliveries.

During the past week Dodge cars were delivered to the following: A. H. Wilson, Dr. Lawrence, W. D. Bigelow, E. L. Cole, R. B. Stevens, Elias Gelman, Charles Riordan, W. H. O'Hara and Bishop Earl Cranes touring cars. Roadsters of the same make were also delivered to W. Wardell, A. H. Pierson, Lieut. W. R. Van Auken, U. S. N., and L. H. Warner.

With Burger Motor Company.

Elliott P. Hough, a pioneer automobile salesman of the National Capital, has associated himself with the Burger Motor Company, and will sell Hupmobiles in the future. For some time past he has been temporarily connected with the government.

Oakland Deliveries.

A six-cylinder Oakland touring car was delivered a few days ago to Mrs. Mary P. Crane, and a car of the same type to J. W. Manning.

Mitchell Deliveries.

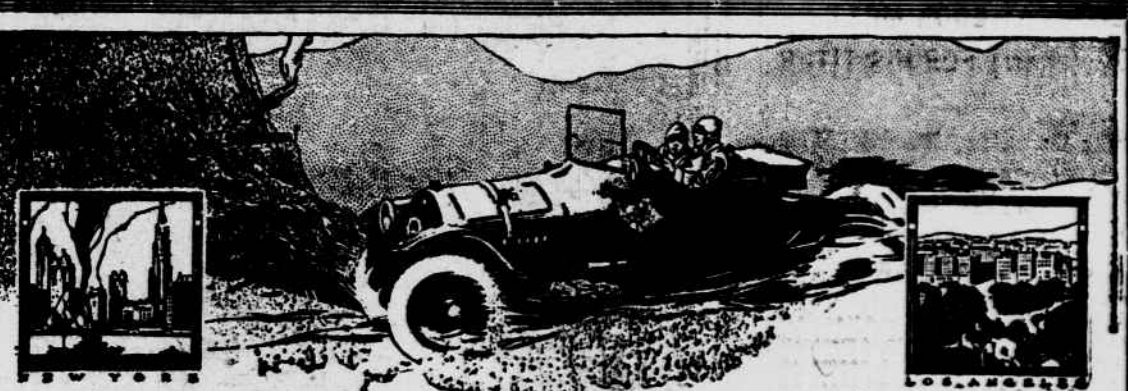
Purchasers of Mitchell cars during the past few days include John M. Goddell, Angeles H. Bacon, Wilson Motor Company, Baltimore, Md., and the Mundy Auto Supply Company, Roanoke, Va.

Left for New England.

Mr. and Mrs. W. C. Schoonover, after purchasing a new Reo touring car last week, left with the members of their family for New England, where they expect to spend the next three weeks touring.

Three Chandler Deliveries.

A four-passenger Chandler roadster was delivered a few days ago to F. A. Ostmann, and seven-passenger touring cars to M. E. Buckley and A. M. Thomas.



ACROSS THE CONTINENT FROM MONDAY TO MONDAY.

As an example of stamina and endurance the Cadillac's thrilling dash from the Pacific to the Atlantic in less than seven and one-half days marks an achievement unparalleled in the history of motordom.

Immediate Deliveries

The Cook & Stoddard Co.,
Tel. North 7810 1138-40 Conn. Ave.

THE RECORD WAS BROKEN ON EMPIRE TIRES

THERE WERE NO TIRE CHANGES MADE

AMERICA'S GREATEST "LIGHT SIX"

HAYNES

Stock Touring Car

Breaks New York-Washington Road Record by 1 Hour 26 Minutes

A Haynes Stock Model Touring Car, driven by D. B. Gish, Official Observer H. E. Duckstien, automobile editor of The Washington Post, left New York (Jersey City ferry) at 5:23 a. m., June 14, and checked in at the Municipal building, Washington, D. C., at 12:49 noon the same day, thus making the run between the two cities in

7 Hours 26 Minutes—Distance, 238.2 Miles

The former record was held by E. B. Terry, of this city, who made the run in an APPERSON a little more than a year ago in 8 hours and 52 minutes. The elapsed time, as stated above, was 7 hours 26 minutes. The actual running time was 14 minutes less, making an average of nearly 33 miles per hour. The only stops that were made—a total of five—were due, in four instances to traffic conditions, and the fifth was a voluntary stop for the replenishing of gasoline and oil. From the time the car left New York until it arrived in Washington there was not the slightest trouble of any kind with either the motor or Empire Tires. A maximum speed of 70 miles per hour was recorded on the speedometer upon several occasions, the car seldom moving at a rate of speed less than 55 miles per hour. Not a cylinder missed fire from start to finish, and the motor did not heat up. Not a tool was used. The Haynes made a perfect run in every respect. Owing to the easy riding qualities of the car no discomfort was felt on the entire trip.

TIME SCHEDULE

Haynes Six Record Run, New York to Washington
JUNE 14, 1916

D. BRAILEY GISH, Driver.

H. E. DUCKSTIEN, Observer.

Miles.	Place.	Time.	Miles.	Place.	Time.
0.0	New York (Jersey City Ferry)	5:23	141.4	Elkton, Md.	9:45
8.2	Newark, N. J.	5:45	148.3	Northeast, Md.	9:55
14.6	Elizabeth, N. J.	5:54	151.2	Charlottesville, Md.	10:00
20.8	Rahway, N. J.	6:03	158.9	Perryville, Md.	10:12
24.7	Iselin, N. J.	6:11	159.8	Havre de Grace, Md.	10:20
28.8	Metuchen, N. J.	6:18	168.1	Churchville, Md.	10:37
33.1	New Brunswick, N. J.	6:26	175.3	Belair, Md.	10:45
40.0	Monmouth Junction, N. J.	6:45	182.7	Kingsville, Md.	10:56
60.0	Trenton, N. J.	7:10	198.0	Baltimore, Md. (North Ave. and Charles St.)	11:23
70.3	Langhorne, Pa.	7:23	207.8	Elkridge, Md.	11:47
89.4	Philadelphia, Pa. (Broad and Rising Sun Ave.)	7:53	217.8	Laurel, Md.	12:06
108.2	Darby, Pa.	8:17	223.6	Beltsville, Md.	12:14
109.2	Chester, Pa.	8:33	230.2	Hyattsville, Md.	12:23
111.1	Marcus Hook, Pa.	8:42	235.5	Fifteenth and H Sts.	12:32
120.4	Wilmington, Del.	9:05	238.2	Washington (14th St. and Pa. Ave.)	12:49
134.7	Newark, Del.	9:35			

PREVIOUS RECORD.

E. B. Terry, in Apperson.....8 hrs. 52 mins.

PRESENT RECORD.

D. B. Gish, in Haynes.....7 hrs. 26 mins.

STOPS.

Drawbridge open.....	Newark, N. J.	2 minutes
Gas, oil.....	Marcus Hook	3 minutes
Freight train.....	Elismere Junction	1 minute
Freight train.....	Marshallton	3 minutes
Traffic.....	Susquehanna Bridge	5 minutes

THE HAYNES 'SIX' RECORD HOLDER

Is on Exhibition in Our Salesroom

Haynes "Light Six" Prices

3-passenger Roadster, \$1,485 7-passenger Touring Car, \$1,585
5-passenger Touring Car, \$1,485 F. O. B. Kokomo, Ind.

HAYNES MOTOR COMPANY, Inc.
Tel. North 695. 1113 14th St. N. W. D. B. GISH, Manager.
Distributer for Empire Tires

Send Us 2 Old Tires

and we will make you one good one—4,000 to 6,000 extra miles.

SOME OF OUR PRICES:

Size.	Customer Furnishing Both Casings.
36x3 1/2.....	\$3.00
32x3 1/2.....	\$3.25
34x4.....	\$4.25
36x4 1/2.....	\$5.00
37x5.....	\$5.50

Other Sizes in Proportion
We Can Furnish Either Inner or Outer Casing If You Have Only One Worn Tire.
Small Additional Charge for Repairing Blowouts.
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1802 Fourteenth Street N.W.
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Harry R. Rose, Branch Manager.



Open 8:30 a.m. Close 5:30 p.m.
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8TH ST. AND PENNA. AVE.

BRIGHTEN UP!!

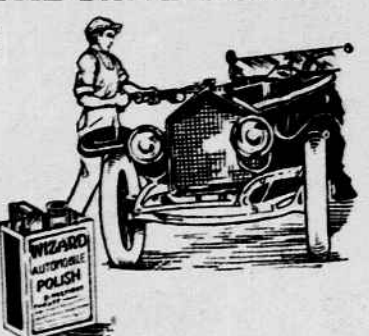
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CLEANS, POLISHES AND RENEWS THE FINISH ALL AT THE SAME TIME!

WIZARD Products are noted for their excellence in keeping things bright and shiny, and this preparation only strengthens their reputation.

WIZARD Automobile Polish will not gum or stick, because it dries instantly and leaves a smooth finish.



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1 Pint Can Wizard Auto Polish } 50c
1 Wizard Auto Hand Duster }

Globe Tire Guarantee

We claim that GLOBE TIRES are the best tires ever made. There is only one way to convince you, and that is by actual service.

Our liberal actual mileage guarantee protects you, and a trial will prove conclusively that we could, with safety, greatly increase our guarantee.

Ford Non-Skid Tires guaranteed for 7,500 miles, or more than double that of other companies.

Compare the Prices on Globe Tires With Those of Other Standard Makes

Ford Non-Skid	Globe Tires	Other Standard Makes
30x3	\$15.43	\$12.05—\$12.50—\$10.40
31x4	\$25.42	\$23.95—\$22.85—\$20.75
32x4	\$25.87	\$24.35—\$23.20—\$21.10
33x4	\$28.04	\$25.65—\$24.20—\$22.00
34x4	\$28.88	\$26.20—\$24.65—\$22.40
36x4	\$30.02	\$27.90—\$26.05—\$23.70
36x4 1/2	\$41.27	\$36.95—\$34.75—\$31.60
37x5	\$50.36	\$46.00—\$41.05—\$37.35

Drop a card or phone us and our representative will call. Any adjustments, if necessary, are made at our salesroom, thus avoiding any delay.

FACTORY REPRESENTATIVES

Rudolph & West Company
1322 New York Ave. N.W., Washington, D. C.

